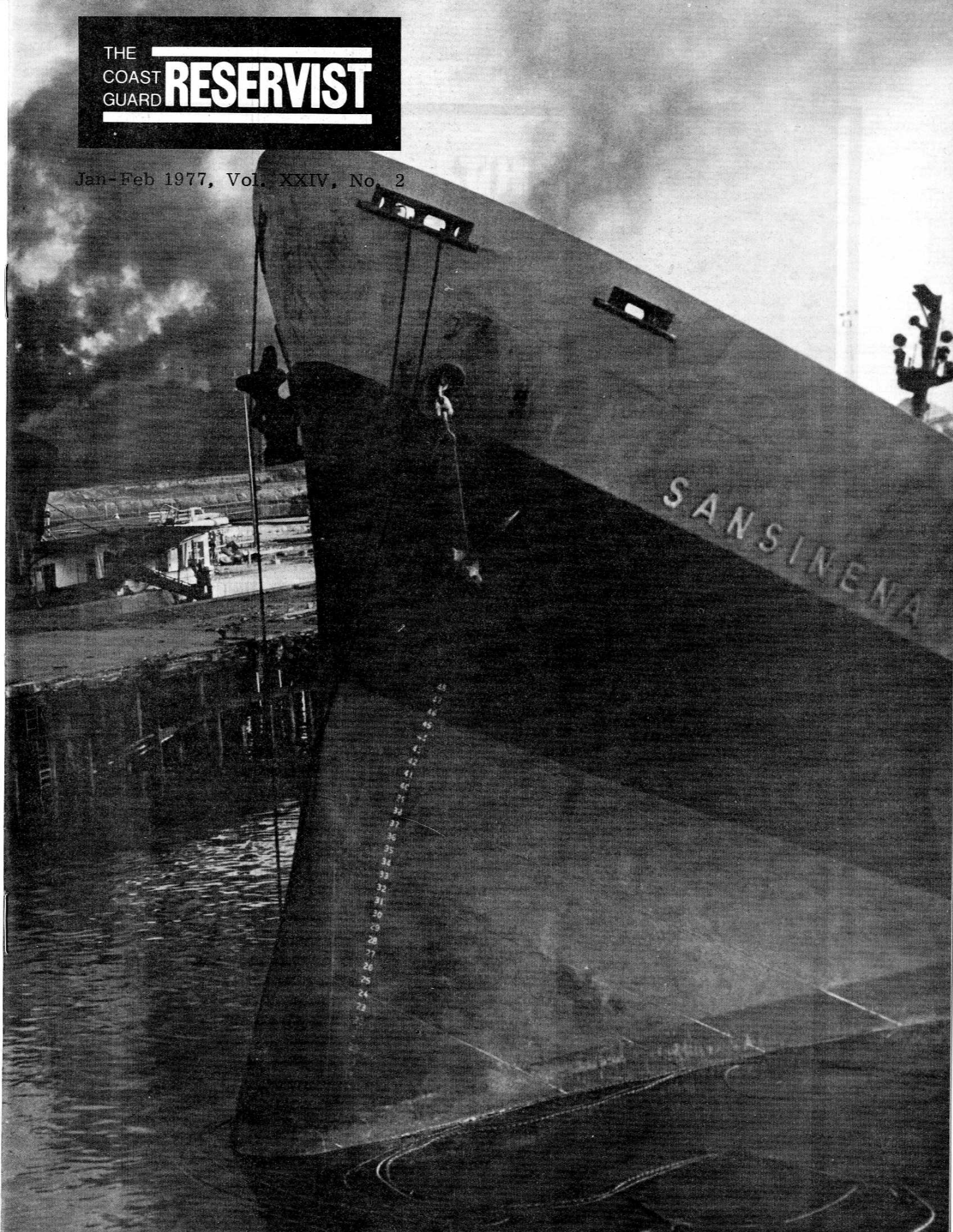
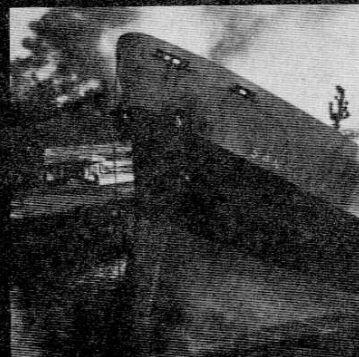
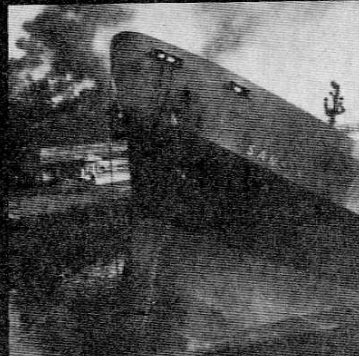
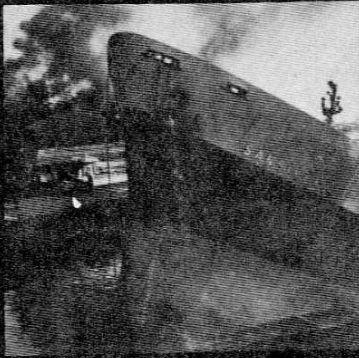


THE  
COAST  
GUARD **RESERVIST**

Jan-Feb 1977, Vol. XXIV, No. 2





# THE COAST GUARD RESERVIST

The Reservist is published by-monthly by the Commandant of the United States Coast Guard. Material contained herein is for information only and does not constitute authority for action. Inquiries concerning the Coast Guard Reserve should be addressed to the Commandant (G-R-81) Coast Guard Headquarters, Washington, D. C., 20590.

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Commandant, U. S. Coast Guard

RADM W. S. SCHWOB  
Chief, Office of Reserve

ENS B. L. EASON  
Editor

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor of Reservist for possible publication. By-lines will be given upon request.

## CG-288

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# THE ADMIRAL'S CORNER



Over the past year, my staff has taken a close look at our enlisted advancement system in an effort to identify ways of improving advancement opportunities and streamline management. This has become necessary because of an increase in the number of career oriented reservists and because of over-population in some ratings while personnel shortages exist in others. Any advancement system should be designed to fulfill a number of goals and objectives. In the Coast Guard Reserve, our first goal must be to fill mobilization requirements in each rating as closely as possible. The system must also provide for efficient administration; maintain excellence in the petty officer corps; encourage recruiting, retention and morale; and be as equitable as possible to all. In addition, a good advancement system must provide a means for enlisted personnel to plan their careers in order to take advantage of advancement opportunities while they are working toward attainment of personal goals.

In some instances mobilization requirements are not compatible with personal desires or an easily managed flow of advancements and special emphasis is being placed on solving problems in these areas of conflict. Several initiatives have been or will be taken to alleviate some problems. First, you will be kept advised of exactly where the advancement opportunities are the best and where they are the most difficult. For the first time in a number of years, advancements in pay grades E-4 through E-6 will be competitive in some ratings. This was recently published in COMDTNOTE 1418 of 20 DEC 1976. Similar information will be published in future notices as rating populations change. By making advancements competitive in these grades for certain over-populated ratings (as opposed to advancing everyone who passes the servicewide examination), we will gradually bring the distribution of on-board personnel more closely into line with mobilization needs while ensuring that only the best qualified candidates advance to more responsible positions. In addition, I have instructed my staff to identify ways of opening up advancement opportunities at the CPO level in some of the larger ratings, especially MK, BM and PS.

All members of the Coast Guard Reserve should plan ahead by working with your Training Officers through the Career Development Program to insure that you have the combination of formal training and augmentation experience that will best prepare you for competition; this is especially important for chief petty officer candidates. For those personnel in over-populated ratings where advancement opportunities are predicted to be very limited, the need for a well-planned training program cannot be over-emphasized. Further, you may want to consider requesting authorization to prepare lateral changes in rating to specialties where competition is less severe.

You should be aware that we are trying to design a system which is the most advantageous to everyone. I encourage all of you to build upon your experience and rating skills, not only for your own career satisfaction but also to maintain the professionalism and superior performance that has become the symbol of our present day Coast Guard Reserve.

# brief comments

## Hazardous material regs

The Reserve Training Division at Coast Guard Headquarters has prepared a pamphlet on the new 49 CFR regulations which will be mailed directly to all Port Securitymen and Firefighters in the Selected Reserve. This pamphlet will enable Port Securitymen and Firefighters to learn about the new packaged hazardous materials regulations and prepare for the October 1977 Servicewide Examination at the same time.

After initial distribution, Headquarters will no longer stock these pamphlets. Other reservists whose duties require knowledge of the new packaged hazardous materials regulations may obtain copies of this pamphlet from their district training officers.

## LTJG McKinney

LTJG Roderic C. McKinney from the Volunteer Reserve Training Unit in Alexandria, Virginia, recently received a letter of appreciation from Rear Admiral A. F. Fugaro for his assistance during the Coast Guard oil pollution exercise conducted in Annapolis, MD the week of 29 November 1976.

The Admiral's letter stated that the duties performed by LTJG McKinney "added measurably to the successful completion of the training exercise" and commended the lieutenant on his "willingness, cooperation, and professionalism."

## Opportunities

Applications are still needed for Instructor / Administrator and Support Personnel this summer at RTC Yorktown and TRACEN Alameda. See COMDT NOTE 1571 of 28 September 1976 for opportunities.

In reference to COMDTINST 1141.2C qualified inactive duty reservists are needed for two years extended active duty to fill vacancies of First and Second Class Petty Officers in the Electrician's Mate specialty for seagoing assignments.

## Pearl Harbor remembered

Thousands of people watched as colors were posted by the Coast Guard and other services at the dedication of the USS Arizona Anchor Memorial in Phoenix, Arizona. On December 7th, 1976, the 35th Anniversary of the attack on Pearl Harbor, the anchor of the USS Arizona became a permanent memorial on the Arizona State Capitol grounds.

About 2,500 survivors of Pearl Harbor came to Phoenix for the occasion. The main attraction, the anchor from the USS Arizona, was retrieved from the battleship after it was sunk in the attack by the Japanese 35 years ago. Names of the 1,102 crewmen who died on the battleship are inscribed on the anchor drum and will serve as a permanent reminder of their sacrifice.

## Experience indicators

There has been considerable confusion regarding officer experience indicators, designators and specialties, what they are, who qualifies for them, and who assigns them. Hopefully, this article will clarify the current policies and clear up any misunderstandings.

All direct commission officers and newly appointed Warrant Officers are assigned 00000000 experience indicators as required by both the Administrative Manual for Coast Guard Reserve (CG-296) and the CG Personnel Manual (CG-207). All other experience indicators must be assigned by Commandant (G-RT/81) and are not assigned automatically with direct commissions or Warrant Officer appointments. The assignment of all zeroes indicates that the officer has not yet fulfilled the requirements for assignment of any experience indicator codes as set forth in CG-296.

Specialties are assigned to most direct commission officers as part of the commissioning process. They indicate that the officer has been commissioned to fill a specific billet in a specific mission area and that he has sufficient background in that area to begin to train for assignment of an experience indicator. Some direct commission officers with outstanding general qualifications who do not meet any specialty criteria may be commissioned without a specialty, but must also commence to train for the assignment of the experience indicator code commensurate with their mobilization assignment. Warrant Officers also have specialties, although the word is defined differently. A Warrant Officer's specialty is his area of expertise (EG: BOSN, WEPS, MED, etc.)

Warrant Officers do not have experience indicators assigned automatically upon appointment. Although recognized as experts in their specialties, they often do not meet all of the exper-



ience indicator criteria. For example, a BOSN (Port Security) must qualify as a COTP Watch Officer to be assigned the Port Safety experience indicator. This qualification is not a prerequisite however, for appointment to CWO BOSN (Port Security).

All newly appointed officers both Commissioned and Warrant Officers, should review their experience indicator qualifications and be sure that they are working for the appropriate experience indicator assignments. Address questions regarding specialty or experience indicator assignments to Commandant (G-RT-2/81) via the chain of command.

## CGI

In recent months, there has been a steady increase in the number of Coast Guard Institute disenrollees who have not been credited with return of the non-expendable components of their courses.

CGI indicates that the problem seems to lie not so much in non-return of course materials, but in their inability to determine who returned the material. This problem causes delays and extra paperwork at all levels when the CGI cannot process a course application because materials from a previous course have not been returned.

To prevent this problem, it is important that the inventory sheet (the pink slip that came with the course material) be returned in the box with any returnable components of the course materials. If the inventory sheet has been lost, students and Educational Services Officers should insure that some identifier is included with all items returned to the Institute.



## Mail problems

Reserve units should be advised that in accordance with Commandant Notice 2700 special delivery, special handling and insured mail is not authorized for the transmission of official mail of the U.S. Coast Guard.

## Retirement

Many reservists have inquired whether various civilian professional courses would qualify for retirement points based on the October 1975 Reservist article entitled "Professional Work Can Earn CG Reserve Retirement Points." A forthcoming 1820 series Commandant Notice will clarify the criteria required to earn retirement points for civilian activities. In short, the Notice limits Reserve Retirement Point Credit to

attendance at Professional or Trade Conventions that the district commander (r) designates as being of such military value that the instruction received would enhance the reservist's professional development and broaden either (1) his qualifications for duties to which he may be expected to be assigned upon mobilization, or (2) the qualifications of those whose work he may supervise. Civilian academic courses and employer sponsored courses do not qualify. Refer to forthcoming Commandant Notice 1820 for details. This interpretation is based upon Department of Defense Instruction 1215.7 of 19 December 1974 which establishes a uniform policy for awarding retirement point credits to reservists under the provisions of Title 10, United States Code, Sections 267, 676, 1332, 1333, 1334, and 1335.

## CG women celebrate birthday

Coast Guard women of Headquarters and nearby Reserve units celebrated their 34th Anniversary in the service with a reception and cake cutting ceremony at Coast Guard Headquarters on 22 November 1976.

Among those attending were the Commandant of the Coast Guard, Admiral Owen W. Siler, USCG, and Vice Commandant, Vice Admiral Ellis L. Perry, USCG, Captain Dorothy J. Gleason, USCGR, and Captain Vivian J. Reese, USCGR, were the two senior Coast Guard women present.

The Women's Reserve was established as a part of the Coast Guard Reserve on 23 November 1942. The purpose was to release the male officers and enlisted men for duty at sea. On 25 July 1947 the Women's Reserve was disbanded only to be reestablished in the Coast Guard Reserve on 4 August 1949. On 5 December 1973 the Women's Reserve was abolished and all women reservists became members of the U. S. Coast Guard Reserve without loss of rank or rate.



The Commandant and YN 2 Dorothy Williams launch the anniversary celebration.

## New pollution prevention regs

Commandant Admiral Owen W. Siler has approved regulations designed to reduce pollution from seagoing U. S. tank vessels engaged in foreign trade and foreign tank vessels carrying oil into U. S. waters. The new regulations, are an extension of the pollution prevention regulations now in effect for U. S. tank vessels in domestic trade.

The most recent rules require new and existing foreign vessels entering U. S. ports to meet the same design and equipment requirements as new and existing U. S. tank vessels, however, the operating requirements for foreign vessels and U. S. vessels still differ. Regulations governing discharges of oily mixtures from U. S. vessels on the high seas are not applicable to foreign ships on the high seas because of U. S. jurisdictional limits. International law, however, establishes limits on the discharges by all vessels in areas beyond the 12-mile contiguous zone.

The segregated ballast requirement for new foreign and U. S. vessels will practically eliminate the need to add ballast water in cargo tanks. Coast Guard officials point to ballasting of cargo tanks with water and the subsequent cleaning of those tanks as the principal worldwide source of oil pollution. This requirement should further reduce the number of oil spills from tanker collisions and groundings.

Another regulation for new vessels requires slop tanks for consolidating waste from tank washings, oil residues and dirty ballast residues. Also required are tanks for collecting oily residue from fuel, lubricating oil purification and oil leakages in machinery spaces, an oil discharge monitoring system and oily water separating equipment.

In addition, new vessels must have improved ability to withstand flooding damage without the vessel becoming a total loss.

Existing tank vessels will also be affected by the regulations and will be required to be refitted with slop tanks, residue tanks, oil discharge monitoring systems, and oily water separating equipment by 1980.

Copies of the final environmental impact statement for these regulations are available upon request from Executive Secretary, (G-CMC/81), U. S. Coast Guard Headquarters, Washington, D. C. 20590.

## Wives honored

CDR R. H. (Corky) Bacchus, Reserve Group Commander, St. Petersburg, Florida recently decided that the local Coast Guard Reserve officers should honor their patient and understanding wives. Over the years the Reserve program has lost many good officers because of lack of support from their wives. So why not honor those who had given their support during the weekend drills and periods of ADT away from home.

Pass 'A Grille Yacht Club was chosen for the event, a club noted for its friendly atmosphere and outstanding food. An "Attitude Adjustment Hour" started the festivities followed by an excellent 5 course dinner featuring whole Florida lobster stuffed with crabmeat. After dinner, the wives individually made a few comments regarding their attitude toward the Reserve program and their husbands' participation.

The evening was a big success that was enjoyed by all, and much thought is being given to the idea of turning their dinner into an annual affair.



CDR James Schmidt relieves CAPT Richard Nelson as Commanding Officer, Coast Guard Reserve Unit Milwaukee

## Changes

Through a series of four Changes of Command the Milwaukee area Coast Guard Reserve underwent a major reorganization. When all the orders were read and personnel inspections completed this is how the new Group Milwaukee formed up: Commander Group Milwaukee, Captain Richard Nelson; Commanding Officer Milwaukee, Commander James Schmidt; Commanding Officer Green Bay, Lieutenant Commander James Ramthun; Commanding officer Kenosha, Lieutenant Commander Kenneth Klien.

Special guests at the Change of Commands were Rear Admiral William Schwob, Chief Office of Reserve, USCG Headquarters, Washington, D. C. and Commander John Andrews, Commander Ninth Coast Guard District (r).

Earlier in the day the Admiral's party inspected the COTP office and the Milwaukee Life Boat Station and after the ceremonies an informal get-together was held at the Milwaukee Reserve Center.

# NOW HEAR THIS..

Why bother to read this page? The answer is simple. Because, what is passed on here is of immediate personal concern to each and every Coast Guard reservist. NOW HEAR THIS...

## IDT Payroll Problems Extinct?

Not exactly, but they have been sharply reduced in recent months and it's unrealistic to believe they'll disappear altogether. However, with your help we can reach a point of diminishing returns. What it boils down to is this. The Headquarters computer that makes up the monthly Reserve payroll can do no more or less than what we tell it to do. We can't tell the computer anything about you unless someone tells us about you. For example, listed below are some of the things that might foul-up your pay to a fare-thee-well.

You're assigned to a specific unit OPFAC and on the days you drill you do so with another Reserve unit in your area. That unit reports you on their monthly payroll record. The unit to which you are assigned does not report on their payroll record that you drilled at another unit and should be paid for those drills. SNAFU. You're not going to be paid that month. The computer does not compute because it has you listed in a different unit than the unit reporting that you drilled. It's your responsibility to make certain your drills are reported

for pay and points by only the unit to which you are assigned.

Congratulations, ole buddy. You've just got a new civilian job that pays you twice as much and makes it necessary to move to a new city. It means you either are transferring from one Coast Guard district to another or within a district, but, from one unit to another. If your "Skipper" doesn't know who, where and when about your move -- SNAFU. Next month the chances are good you won't get paid for drills performed at your new unit. If you're transferring to another unit your "Skipper," the district, and we have to know about it. Otherwise, the computer will not compute.

## If You're Missing Drill Pay

This is what you should do. Discuss the matter with your Admin Officer who will verify your claim through copies of records available at your unit. If you identify the month you drilled and received no pay it can be verified by checking a copy of the CGHQ 4457 payroll document for the month. The fact that you were not paid for drills in a certain month can be ascertained by checking the CGHQ 4458 which is the monthly payroll listing for all persons in your unit.

When the Admin Officer determines that the drill for which you claim non-pay was reported on CGHQ 4457, and CGHQ 4458 indicates you were

not paid, a PAA can be prepared so you can receive your back pay. PAA means Payroll Adjustment Authorization. It's form number is DD139 and it has to be prepared at your unit and sent via your district to the Reserve Payroll Branch at Coast Guard Headquarters.

As previously stated, drill pay for reservists is in pretty good shape these days. Since it is a new calendar year, a time to start fresh, it's a good time to make sure that we are squared away with all back drill pay problems. Therefore, if you have problems for 1976 discuss them with your Admin Officer and ask him to take the action described.

Did you get your W-2 form? By now you should have. If you haven't, it may be because we have a wrong mailing address for you. If you determine that our listing is incorrect let your admin people know so they can correct it as soon as possible. Then, to get your W-2 form right away, you should contact the Headquarters Reserve Pay Branch in writing or by phone and request a duplicate W-2 form be sent to you. The address is:

Commandant(G-FPS-3/71)  
U. S. Coast Guard  
400 7th St. S.W.  
Washington, D.C.. 20590

Telephone (202) 426-2141





Article furnished by the Eleventh District, Photographs by PA1 David L. Harris.

# DISASTER!

Soon after dusk on the evening of 17 December 1976, a deafening explosion resounded throughout the greater Port of Los Angeles area, shattering windows as far as three miles away. The 810 foot M/T SANSINENA, which had just off-loaded its petroleum cargo and was taking on fuel, burst apart and erupted into towering flames. The explosion was so violent that the entire bridge

section amidships together with several hundred feet of two inch thick steel decking was ripped from the ship and hurled over power poles onto the dock. On impact with the ground, the bridge section of the ship severed oil transfer pipes which added to the conflagration.

Minutes before the explosion, PS2 Doyle M. Smith, USCGR, checked in at the boat operations office at USCG

Base Terminal Island and was awaiting the arrival of his crew before assuming the 2000 Friday/2000 Saturday watch. At 1940 the SANSINENA exploded, knocking Smith and other personnel in the office to their knees. Still lacking his own crew, he helped the Regular crew ready rescue and firefighting equipment and sped to the scene in a 41 foot utility boat. In the vicinity of the



Below - the wheelhouse of the M/T SANSINENA resting on the dock after being blown from the harbor. Right - some of the reservists that worked at the scene of the explosion.



disaster, Petty Officer Smith assumed coxswain duties while the Regular coxswain entered the water to save a drowning SANSINENA crewmember. When the victim was brought aboard, Petty Officer Smith, a qualified Emergency Medical Technician, administered first aid for shock until the victim's condition was evaluated as stable. A second victim suffering from exposure was also transferred from a City Fire Boat, and given treatment until both were evacuated by helicopter. The 41 foot UTB remained on scene performing various tasks as directed by the On Scene Commander, CGC VENTUROUS, until approximately 0400 Saturday morning. During that period the crew braved scorching heat to conduct close-aboard firefighting, kept burning oil away from the hull of the large City Fire Boat, and conducted survivor/body searches. At sunrise, Petty Officer Smith mustered his

Reserve crew and manned a 40 foot UTB to conduct a harbor patrol, lay oil booms, and perform pollution assessment patrols until 2000 when relieved by another Reserve crew.

Ashore, within minutes of the explosion, Port Safety Station Los Angeles/Long Beach OOD contacted FIC Lawrence J. McPolin USCGR, requesting his assistance as liaison between the Coast Guard and Fire Department. Chief, Petty Officer McPolin, and his Commanding Officer, LCDR Merlin E. Rudd, USCGR, both high ranking Fire Department officers in their civilian occupations, were on scene helping coordinate the firefighting effort 1 hour and 35 minutes after the explosion.

Meanwhile, after being contacted by the Reserve Division staff, CDR John M. Richmond, Reserve Group Commander of the five Los Angeles/Long Beach Port Security Reserve Units, arrived at the PSSA

office to determine what Reserve assistance was desired and began lining up standby personnel. In a short time, more Reserve assistance was available and on standby than could be used. Although not directed to provide assistance, Reserve units in San Diego and Santa Barbara were also placed on alert and indicated their readiness to respond in force.

Throughout the weekend after the fire was extinguished, reservists continued to assist in a variety of ways. In addition to the UTB crews, round-the-clock vessel traffic safety/oil pollution monitor patrols were conducted utilizing Reserve 24 foot UTL's. Reservists augmenting WPB's assisted in deploying oil booms. Ashore, reservists assisted Pacific Strike Team personnel assemble a skimmer. At the District Office, the Rescue Coordination Center and the Public Affairs Office were provided assistance by reservists. The duty section at PSSA Los

Angeles/Long Beach was augmented in all mission areas. Relief personnel were available on standby at ORTC Terminal Island. Reserve Division staff and members of VTU Los Angeles, serving as Reserve personnel coordinators, enabled Regular officers to concentrate on the efforts of their own personnel.

The following week, a survey was conducted under the direction of Marine Inspection Office Los Angeles/Long Beach to plot the location where each piece of debris fell and identify it in an attempt to determine the cause of the explosion. Reservists on Regular and Special Active Duty for Training (ADT/SADT) contributed 54 man days toward this project during the period 20-22 December. LT Durham J. Monsma, USCGR, who was performing his annual ADT at PSSTA Los Angeles/Long Beach when the disaster occurred, impressively coordinated Reserve personnel needs between Regular units involved and the District Reserve office. FIC McPolin and PSC Ronald H. Dulin supervised the reservists assigned to the

survey team and provided liaison with the Fire Department and commercial salvors. During this period reservists also continued to patrol the oil booms in Reserve 24 foot UTL's.

Reservists also made major contributions to the follow-up Marine Board of Investigation 5 January to 21 January, 1977, which was headed by RADM James W. Moreau, USCG former Chief, Office of Reserve and now Commander, Fourteenth Coast Guard District. Reserve teams headed by LT Glen A. Worrell, USCGR and LT Pat O'Brien, USCGR prepared studies respectively on the Coast Guard rescue and fire-fighting efforts during the night of the explosion and on the resulting damages. LTJG Timothy W. Canby, USCGR provided technical assistance related to his civilian occupation as a marine architect. Completion of the investigation was also expedited by a team of Reserve yeomen.

The incident once again demonstrated that the Reserve is soundly reliable and able to react in time of need. During

the initial response and survey, 92 man-days of IDT and 81 man-days of ADT/SADT were rapidly arranged. An additional 111 man-days of ADT/SADT were arranged at short notice in support of the Marine Board of Investigation. While this in itself is an impressive accomplishment, it does not recognize the many additional reservists who were prepared and volunteered to assist but were not needed. It was most gratifying for each Reserve unit involved to receive the following message from RADM R. L. Price, USCG, Commander, of the Eleventh Coast Guard District: "The prompt and professional response of personnel from your units to combat the fire and pollution resulting from the explosion aboard the M/T SANSINENA in San Pedro Harbor on 17 December 1976 is recognized and appreciated. It

is a source of continuing pride to the District Commander to see the dedication to duty and resourcefulness demonstrated by your units.... Please convey to all involved my sincere thanks for a job well done."

## More on SGLI

Do you know that:

--Every drilling reservist is automatically insured under SGLI for \$20,000 (unless coverage is reduced or declined) as long as he or she continues in paid or non-paid drill status.

--A reservist who is transferred to the active status pool, discharged or otherwise removed from drill status continues to be covered without cost for 120 days following such change of status.

--SGLI coverage ceases 120 days following removal from drill status except for reservists who have completed 20 years satisfactory service for retirement.

--Those with 20 or more years satisfactory service may convert to a commercial policy or continue SGLI at an increased premium level. Application must be made directly to OSGLI in Newark, NJ within 120 days following removal from drill status.

Failure to act within the 120 day "grace period" following a change in status might result in loss of coverage or reinstatement only upon proof of good health.

--Reservists with full-time SGLI coverage who become totally disabled due to illness or injury may continue to be covered without cost for up to one year and may then convert to VGLI upon

application to and approval by OSGLI.

--Detailed information on SGLI is contained in Section 9-5-9, ADMINMAN, USCGR (CG-296).

--If you have a question concerning coverage, ask via the chain-of-command. Don't delay. You might lose your eligibility for this valuable, low-cost protection.



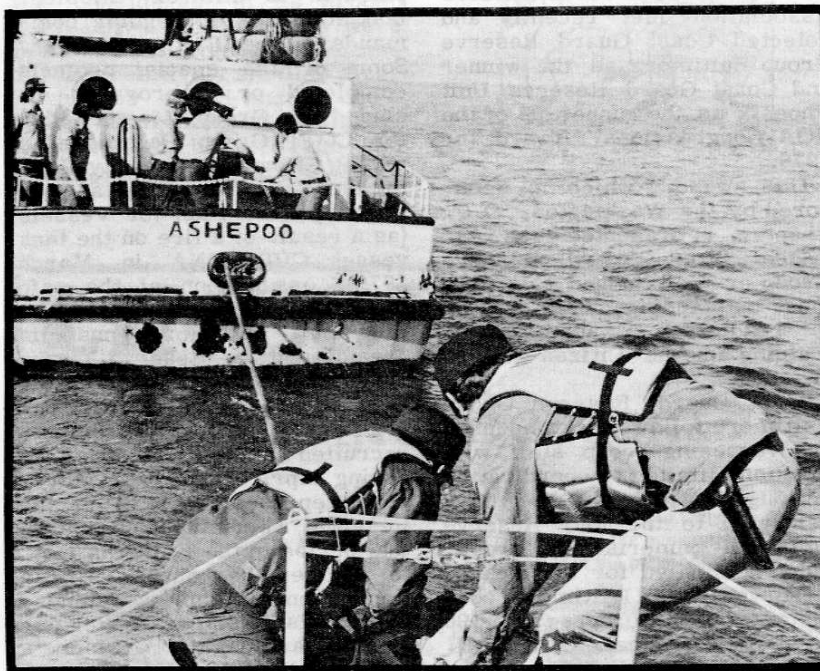


Coast Guard reservists are in the forefront of a group of professionals who are dedicating their expert skills and knowledge to prepare New Orleans area high school students for careers in the maritime industry. Three Base New Orleans reservists now serve on a marine industry advisory board which governs the Nautical Science Training Course sponsored by Jefferson Parish. They are CWO4 Dan Ory, FF1 Ralph Schultheis and BMC Ray Bollinger. In addition to serving on the advisory board, BMC Bollinger serves as course instructor.

One of BMC Bollinger's duties is to command the training ship ASHEPOO, a converted Army T-Boat, when training exercises are conducted. One such exercise took place on Lake Pontchartrain last December. A Coast Guard 40-footer rendezvoused with the ASHEPOO and participated in towing exercises for most of the day. Under the watchful eye of BMC Bollinger, trainees gained invaluable practical experience in the various methods and difficulties involved in towing and being towed. After the towing exercises were completed, the reservists manning the 40-footer (BM2 John Wadsworth, COXN; MK1 Paul Ladut and BM3 Lawrence P. Bergeron) demonstrated the techniques of fighting shipboard fires and then presented an opportunity to students to receive first hand experience in handling fire fighting equipment.

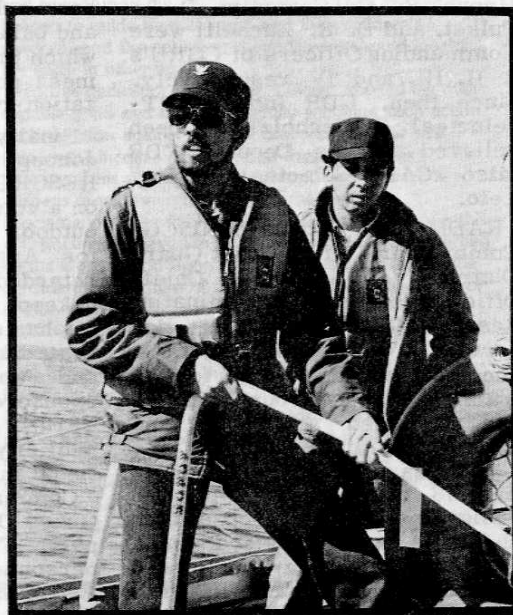
The Nautical Science Training Course is designed to prepare students for careers in the maritime industry, U.S. Coast Guard, Navy and Army Transportation Corp. It is open to persons who successfully complete a two-year program as Sea Explorers in their freshman and sophomore high school years. Everyone involved gains from this worthwhile endeavor - the students gain practical expertise in their chosen field and the reservists gain teaching experience and the satisfaction of seeing future co-workers learn the job the right way the first time.

## Reservists teach marine skills



Above - Coast Guard Reservists and Sea Explorers prepare for towing maneuvers.

Right- Keeping a careful watch as their 40-footer is towed by the training vessel are MK1 Ladut and BM3 Lawrence, both Reservists at Base New Orleans.



# Baltimore wins; Phoenix places

A board consisting of members of Coast Guard Washington, D.C. Chapter, Reserve Officers Association met recently and selected Coast Guard Reserve Group Baltimore as the winner and Coast Guard Reserve Unit Phoenix as the runner-up of the ROA Congressional Award for 1976.

This award, which is sponsored by the Washington, D.C. Chapter, is presented each year to the Coast Guard Reserve Group or Unit judged to be the most outstanding with respect to readiness, augmentation training and the "Citizen-Sailor" concept.

Coast Guard Reserve Group Baltimore follows the concept of an overseeing group staff with functions limited to coordinating activities which in turn are delegated to the four Reserve units that comprise the group. When nominated for the award, Reserve Group Baltimore consisted of 30 officers and 190 enlisted personnel. CDR R. H. Schuerholz was Reserve Group Commander and LCDR's R. E. Myers, R. C. Connolly, D. L. Pulket, and D. R. Zuchelli were Commanding Officers of CGRU's I, II, III, and IV respectively. Since then, CDR (now CAPT-Selectee) Schuerholz has been relieved by his Deputy, CDR (also CAPT-Selectee) "Pete" Leto.

RADM J. E. Johansen, USCG, Commander, Fifth Coast Guard District (and a former Chief, Office of Reserve) in nominating Reserve Group Baltimore, described a wide variety of their accomplishments. In formal training, the Group initiated and conducted a Search and Rescue training school at the Coast Guard Yard which qualified 43 personnel for D-8 designators, 28 as coxswains and 16 as boat engineers, and a Port Safety Seminar comprised of both Regular and Reserve

personnel. In augmentation training, the four units participated in 20 different mission/task activities at Regular commands in the Baltimore area. Some of the special projects completed or in progress included a Group Master Plan for COTP/Group Baltimore; a COTP/Group Contingency Plan for the Baltimore area; a Contingency Fire Plan for Vessels (as a result of a fire on the tank vessel CHRISTINA in March 1976); assumption of the safe navigation inspection of bridges in the Baltimore-Annapolis areas; and a Reserve Group Disaster Plan for support of the Regular Coast Guard. In recruiting, the 39 reservists recruited in the Baltimore area during April 1975 thru March 1976 represented 27% of the Reserve recruits obtained in that period in the Fifth District. In disaster response, CGRU's I and II on a voluntary extended drill basis, assisted the Regular Coast Guard during Baltimore's largest oil spill. A high degree of mobilization readiness has been achieved through selected and balanced rate cross-training which provides a strategic readiness posture to cover mobilization-related contingencies.

Finally, with respect to the concept of the "Citizen Sailor," RESGRU Baltimore personnel on a voluntary basis contributed outdoor recreational equipment for "Angels Haven" a home for retarded children; continued the upkeep and maintenance of St. Michaels Lighthouse Museum; contributed to the Blood Bank and "Food for the Needy" appeals sponsored by the Coast Guard Yard; and obtained excellent publicity in both local and national media.

Commander, Fifth Coast Guard District's letter stated in part: "The officers and enlisted personnel of Reserve Group Baltimore are a highly talented

and dedicated group, comprising an outstanding training and action force, performing various functions of augmentation to the Regular Service. . . . Regular Fifth Coast Guard District units have readily accepted them in their assigned augmentation duties."

CGRU Phoenix supports the Regular Coast Guard Boating Safety Detachment at Parker Dam with Reserve coxswains and engineers who patrol an area of the Colorado River called "The Strip" which is notorious for its heavy boating traffic. Since the commencement of this activity, CGRU Phoenix reservists have contributed approximately 2500 man-hours of support and are credited in part for the reduction of boating accidents in that area. Reserve boat crews average three search and rescue cases each weekend.

Other activities included some 600 man-hours of support to the Coast Guard Recruiting Office in Phoenix which included processing applicants through all steps of enlistment; some 480 man-hours of assistance provided by unit electronics technicians to the Air National Guard which afforded excellent

training -- these ET's are now providing support to the new USCG Loran Station Searchlight; worked closely with the Eleventh District Aids-to-Navigation Branch which resulted in the unit take-over of responsibility for the bridge inspection program for part of the Colorado River, thereby freeing the Regular Service from the personnel and travel cost involved in accomplishing this task.

The unit also has an outstanding community relations program which, for the award year, consisted of presenting a "Boating and Water Safety" course to approximately 8,000 grade school children; volunteering more than



1,000 hours to assist the Arizona Pre-School for Retarded Children--reservists poured sidewalks, painted buildings, built a shed, maintained the grounds and provided a tree and gifts at Christmas; and provided an additional voluntary 200 man-hours in the form of painting, remodeling, grounds maintenance and building a basketball court for the Alexander School, a foster home for teenage girls.

In commenting on the activities of CGRU Phoenix, Commander, Eleventh Coast Guard District stated, "Considering the resources and apparent opportunities open to them, CGRU Phoenix's achievements can only be described as remarkable. They obviously have innovative leadership and a hard-working, dedicated crew to accomplish what they did."

It is interesting to note that these two winning elements of the Coast Guard Reserve are just about as diametrically opposed, at least with respect to augmentation training opportunities, as it is possible to be. The lesson to be learned is that neither virtually unlimited opportunities for augmentation (RESGRU Baltimore) nor extremely limited opportunities (CGRU Phoenix) are the controlling factors in the development or non-development of outstanding Reserve Groups and Units. It is the aggressive leadership demonstrated in taking advantage of whatever may be available and the dedication of all hands to the tasks assigned that makes the critical difference.

The officers and enlisted personnel of RESGRU Baltimore and CGRU Phoenix are to be congratulated for their award winning activities during FY1976 as are all other Coast Guard Reserve Groups and Units that were nominated for the ROA Congressional Award -- KEEP UP THE GOOD WORK.

CAPT R. J. MATTHEWS, SCGR, PRESIDENT, Coast Guard Washington D. C. Chapter ROA, and Senior Member of the Board that selected the winner and runner-up, was queried to determine if there is any inequi-

ty due to differences in size in permitting Reserve Groups to compete with Units for this award (until several years ago, only Units were eligible). CAPT MATTHEWS stated that his Board had no problem in comparing the activities of Groups with those of Units. Throughout the evaluations, the size of each was considered in its proper perspective and the Units were in no way disadvantaged because of their relatively smaller size. He further stated that he could foresee no problem in continuing to encourage both Groups and Units to compete for the award in future years.



# LINCOLN:

## Another Beacon



Many thousands of books have been written about the 16th president of the United States whose birthday we celebrate on Feb. 12. Throughout the numerous works on Abraham Lincoln run threads of the philosophy which influenced his every action.

Most important were his unbounded faith in and devotion to the principles of the Declaration of Independence. In speaking of the men who drafted that document, Lincoln once said, "They grasped not only the whole race of man then living, but they reached forward and seized upon the farthest posterity. They erected a beacon to guide their children and their children's children, and the countless myriads who should inhabit the earth in other ages."

To this dedication and belief, Lincoln applied his own capable mind and talents, carefully weighing each action, each decision against the final outcome and the cost involved. Lincoln's dedication to these principles influenced his signing of a document for which he is perhaps most remembered, the Emancipation Proclamation. The final paragraph states, "... upon this act, sincerely believed in to be an act of justice warranted by the Constitution upon military necessity, I invoke the considerate judgment of mankind and the gracious favor of Almighty God."

Although he knew that signing the Emancipation Proclamation would divide the Nation and bring about war, Lincoln looked to the past in guiding the Nation's future. In our founding fathers' first proclamation, signed July 4, 1776, he found the basis for his action, the basis of the American creed: a belief "... that all men are created equal, that they are endowed by their creator with certain unalienable rights, that among these are life, liberty, and the pursuit of happiness."

The man we honor on Feb. 12 was committed to making that creed a reality for all Americans.

# Breaker gets reservist for XO



How would you like to be assigned to a Coast Guard Polar Icebreaker for annual training duty and on reporting find out that you are scheduled to be Acting Executive Officer. Not only that, but to then further discover that your icebreaker is scheduled to sail the next day on an extended Antarctic deployment. A dream? You might think so, but this actually happened to CDR (now CAPT selectee) Peter K. LYSE, USCGR, Commander, Reserve Group San Francisco (O-Div). But let's start at the beginning.

In mid-August, the USCGC BURTON ISLAND was on her final deployment in Alaskan waters prior to being decommissioned. USCGC POLAR STAR, the Coast Guard's newest icebreaker, was scheduled for a 5-1/2 month deployment in the Antarctic on OPERATION DEEPFREEZE. When it became apparent that some problems that have plagued POLAR STAR since her commissioning could not be resolved as soon as anticipated, the decision was made to substitute BURTON ISLAND on the DEEPFREEZE deployment. Accordingly, her skipper, CAPT James M. FOURNIER, USCG, was notified to secure from the Alaskan operation and proceed to Long Beach for shipyard availability prior to deployment on DEEPFREEZE.

This change of plans caused a number of problems. Only a short period of time was available to prepare for the Antarctic

cruise and additionally, many members of the crew had already received their reassignment orders. When BURTON ISLAND was ready to sail early in November, her crew consisted of about 50% permanent crew volunteers who had agreed to remain on board and 50% newly assigned members on temporary duty orders. The Executive Officer, CDR Robert FARMER, USCG, was one of those assigned on temporary additional duty orders.

Meanwhile, CDR LYSE had requested annual training duty on a Coast Guard vessel. Much of his experience in the Coast Guard Reserve has been in Vessel Augmentation units, including tours of duty as commanding officer of two different units. In his pre-Coast Guard days he served in the merchant marine for a limited period of time. His tour of active duty in the Coast Guard included nearly three years of service on two vessels, USCGC AURORA and USCGC KUKUI. On both vessels he served as deck watch officer as well as first lieutenant. Later, he obtained a third mate's license based principally upon his merchant marine and Coast Guard experience.

CDR LYSE had ample notification of his assignment to BURTON ISLAND and used it to good advantage by completely reviewing the vessel's Organization Manual and the OOD Qualification Book in the weeks preceding his reporting date.

On Friday, 12 November 1976, CDR LYSE reported for duty and to his surprise was designated as Acting Executive Officer. This decision resulted from CAPT FOURNIER's stated desire to place a Reserve officer in a position appropriate to his rank as well as to provide CDR FARMER, the regularly assigned XO, who had reported just 13 days earlier, the opportunity to familiarize himself with the OP-PLANS and the vessel itself during the first leg of the trip.

Consequently, CDR LYSE dealt with department heads, carried out CAPT FOURNIER's orders and policy, scheduled meetings, drafted correspondence and messages, chaired the budget review board, established the training plan for the first six weeks at sea and made all preparations for the first port of call. In essence he fully performed the demanding duties of XO on a 213 man polar icebreaker until departing in Hawaii, the BURTON ISLAND's first stop.

In commenting on CDR LYSE's performance, CAPT FOURNIER indicated that his self determination and motivation for professionalism set an example for all. He presented himself as a leader by example and was readily accepted as "boss" by the officers and crew. He completely demonstrated the ability to step into a demanding active assignment and to effectively discharge the attending responsibilities.

CAPT FOURNIER deserves highest credit for his willingness to provide this outstanding opportunity. It is difficult to think of a more appropriate means of testing the mettle of a Reserve officer. The Chief, Office of Reserve heartily commends this opportunity and looks forward to similar ones for Reserve officers and enlisted personnel at all levels of skill and experience. CDR LYSE also deserves a "well done" for rising to this occasion that called upon all of his technical and managerial skills.



# Happy Birthday

The Coast Guard Reserve celebrates its Thirty-sixth Anniversary on 19 February.

On previous birthdays we have used the occasion to provide a brief history of the Coast Guard Reserve by pointing out that:

The CGR was established on 19 February 1941 by the Coast Guard Reserve and Auxiliary Act and built up to a peak of more than 150,000 members during WWII when four out of every five Coast Guardsmen were reservists.

The CGR phased down to a holding status after WWII and was then reborn as an organized, drilling Reserve -- it is one of the seven Reserve Components of the Armed Forces -- as a result of the Magnuson Act of 9 August 1950 which placed expanded responsibilities on the Coast Guard for the security of our nation's ports and waterways.

The first Coast Guard Organized Reserve Port Security Training Unit was established at Boston, Mass., in October 1950. In the ensuing years, the CGR continued to grow reaching a peak of about 18,000 in the late 1960's.

During the Korean Emergency, the Berlin Crisis, the Cuban Missile Crisis and the Vietnam Conflict, sufficient numbers of reservists made themselves available voluntarily for active duty to meet the requirements of the Regular Coast Guard.

In 1971 the CGR moved

away from classroom-oriented training and embarked on a program of operations-oriented training designated as Augmentation Training. Augmentation Training consists of direct, practical participation by reservists in the routine, peak-load and emergency missions and tasks of the Regular Coast Guard.

Today, Augmentation Training represents about two-thirds of Reserve training time with formal training during drills and annual training duty accounting for the major portion of the remaining one-third.

On this Thirty-sixth Anniversary, we would like to point out that the Coast Guard Reserve appears to be in very good "health." The augmentation training program continues to be a viable and effective means of increasing the readiness posture of our reservists while at the same time providing support to the Regular Coast Guard; recruiting is maintaining our Selected Reserve at a level slightly above our average annual authorized strength; and both retention rates and morale appear to be holding at very satisfactory levels.

All of this leads us to say Happy Birthday and continuing good wishes to all members of the Coast Guard Reserve-- let's all strive to make 1977 an even more successful and productive anniversary year.



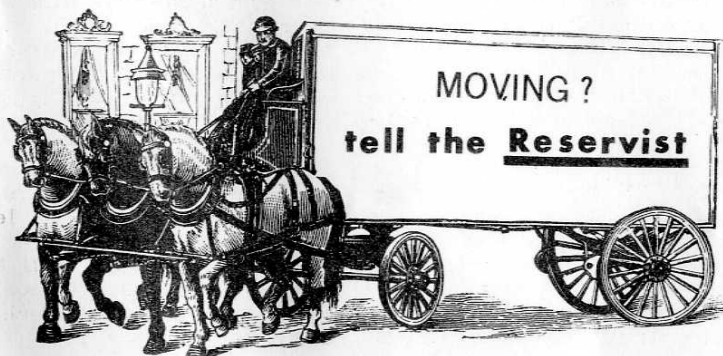
## CG to get new MRS

The U. S. Coast Guard has awarded a multi-million dollar contract for 41 medium range surveillance aircraft to Falcon Jet Corp. of Teterboro, N.J.

The contract's amount totals \$204,846,291 including training, documentation, and a computerized maintenance system, with delivery of the first plane scheduled for June 1979.

The French built airframe components will be sent to the U. S. for assembly and modification at the Falcon Jet facility in Little Rock, AR. The new MRS will be fitted with fuel-efficient medium by-pass fan jet engines produced in Phoenix, AZ by the Garrett Corporation. Collins Radio, a division of Rockwell International will supply the sophisticated communication and navigation equipment.

The new planes, designed with greater multi-mission capability, will replace the aging fleet of Coast Guard HU-16E "Albatross" aircraft. Their primary duties will be search and rescue, pollution surveillance, and law enforcement patrol of U. S. territorial waters and the new 200 mile Fishery Conservation Zone. Each MRS will be capable of carrying an oil pollution detection sensor system to aid in locating and identifying marine polluters.



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